

## Appendix A

The following figures show 2010 PM peak-hour traffic volumes and levels of service using land use information depicted on the General Plan Diagram. Assumptions for the 2010 model run are:

- The SR 237/I-880 interchange improvement.
- The I-880/Tasman interchange in full operation. It assumed that the Tasman Drive would be extended over the Coyote Creek and continues westward into Santa Clara. Other improvements include the widening of Capitol Avenue from the existing four lanes to six lanes and extending Tasman Drive from McCarthy Boulevard west of I-880 to Capitol Avenue east of I-880.
- Improvements at the proposed Dixon Landing Road Interchange was also assumed. Dixon Landing Road was assumed to be improved to six lanes between the I-880 overcrossing and North Milpitas Boulevard.
- It was also assumed that McCarthy Boulevard would be connected between SR237 to Dixon Landing Road.

The forecasts suggest that the majority of local arterials would be operating at LOS D or better. Within the City limits, most of the segments of Calaveras Boulevard would operate at high LOS D. However, the segment at the overcrossing between Abel Street and North Milpitas Boulevard would operate at LOS F.

It is projected that all the major freeway segments (including SR 237, I-880 and I-680) north of Calaveras Boulevard would operate at LOS E during the PM peak hour. South of Calaveras Boulevard, I-880 and I-680 would operate at high LOS D.

Almost all segments of Montague Expressway are projected to operate at LOS F, especially between Capital Avenue and I-680. Segments of Capital Avenue near the Great Mall are projected to operate at LOS E.





